

were not high. This was owing in part to the fact that some of the animals offered were inferior. The sale of the really good animals, of which there were a number offered, was affected in this case as it always is when such get into bad company. When men even become companions of their inferiors, the latter drag the former downward rather than the former elevate the latter. One very pleasing feature we note, there was no sham about the selling. Underbidding on the sly was in no case practiced.

Try Again.

We were leisurely looking at a fine black Clyde colt in a certain neighborhood when an elderly man stepped forward, who was evidently more interested in the colt than in those of us who were viewing it. "He's a good one, and that he is," said the plainly dressed man, in whose face there was an honest look, so far as we could scan it; but we must confess we could not get a good square view, he kept eyeing the colt so intently. We chatted away, discussing the rare merits of the colt, with now and then "He's a good one," interjected by the new comer, his eye still intently fastened on the animal. After awhile he leisurely walked away, the words faintly reaching our ear, "He's a good one, good enough for anybody." "That man," said one of our company, as the strong, low-set, muscular figure slowly retreated, "is worth some \$20,000 to \$25,000, and he made it all by importing horses. Indeed, I may say, mainly through the importing of one horse, but not till he had thrown three horses successively into the sea. When the third horse was thrown overboard it was generally supposed he had got to the end of the chapter, as his means were quite gone; but through the help of friends he tried again, and the result is that he is now worth \$20,000 to \$25,000." A marvellous instance this of the sure triumph of that indomitable perseverance that will brook no nay. We felt that we had seen a man who had thrown completely into the shade the perseverance of the famous spider of Robert Bruce, as each time the insect failed it only broke a thread of its web, while each time the horseman had failed it involved the rolling of a horse into the sea.

We place this man upon our list of heroes, and hold him up as a pattern of courageous perseverance to the stockmen of every land; and we exceedingly regret that we have not permission for giving his name to the world. Had he sat down and brooded over the burial of his money and his hopes, as he consigned the third horse to its watery grave, he might have been but a hireling all his days—a hanger-on for a piece of bread, instead of the man whom the bankers delight to recognize, and who has done so much to improve the horses of the neighborhood, that in times when Government medals are the order of the day, this man would be a most worthy recipient.

The man deserved to succeed. It would almost have been a libel on truth had it been otherwise—that truth which says, "Patience and perseverance accomplish much." Half the wise sayings of "Poor Richard" would have lost their meaning had it been otherwise. We would have thought it plucky in a man who had made a present of three horses to the Atlantic to attempt a fourth importation, if but the remnant of a fortune was left; but when he was worth considerably less than nothing, to attempt such a thing, shows an indomitable spirit that defies calamity and mocks at adversity.

Men feel it keenly when one or two animals are lost in crossing the sea, and some are so paralyzed that they do not care to repeat the attempt. Others are disheartened because their first purchase of pure-

breeds does not turn out well, and go back again into the breeding of indifferent grades, while a very large number fancy that good stock are so high priced that they are quite out of their reach, and so are content to pass through life spending full one-third of their time and their feed for no return whatever. To individuals of each of these classes respectively, and indeed of any class who are disposed to take a shady view of the little reverses of life we would say, think of the man who imported "Old Netherby," and profit by the lesson he has taught us.

The Shorthorn Herd-Book Question.

The annual meeting of the British-American Shorthorn Association, held in Toronto, on February 24th, made it plain that this association is in a fairly prosperous condition, in which we heartily congratulate the members thereof. Toward the close of the meeting the Editor, by the kind permission of the president, referred to the delicate question of the two herd books, and asked was there no way in which matters could be so arranged that both might be merged into one. The very mention of amalgamation called forth a little hailstorm, which unmistakably showed the temper of a large section of the association in the matter. Some regarded the proposal as very inopportune, as they thought the C. H. B. had not long to live. However, a little explanatory discussion revealed the satisfactory truth that the Association would not be unwilling to meet any interested party in conference wishing to discuss the matter.

We had further proposed to interview the Council of the Agricultural and Arts Association at its subsequent meeting in Toronto, to ask of them to take steps to meet the members of the Shorthorn Association at an early day in friendly conference, but circumstances rendered it impossible for us to be present. We must await another meeting of the council.

Although the question is an exceedingly delicate one, and one which we have not satisfied ourselves upon in every respect, there are certain aspects of it as to which we are in no doubt. These are,

(1) That one herd book is sufficient for the Shorthorn breeders of Canada, and that the existence of two is a source of much inconvenience, more confusion, and no little extra outlay to the breeders.

(2) That amalgamation is desirable, and that patriotic men should seek it.

(3) No amalgamation can be brought about while parties retain a hostile attitude, and in this spirit keep apart. They must come together.

(4) Whatever changes are made—the standard of either book must not be lowered—rather the opposite.

Some say to us the C. H. B. will ultimately die. Suppose it does (it is not yet dead), amalgamation would be the finale, as the C. H. B. contains materials that the breeders must take with them if they were to join the B. A. S. A., and we are quite sure it would be more honorable to take material from a living book than from a dead one. It is only beetles and vultures that prey upon carrion.

That the standard should be raised rather than lowered is evident from two considerations. The first—neither herd book is recognized by the Americans, and, second, neither a perfect record, and we are exceedingly sorry to know it. What we hinted at the meeting of the association we now broadly state, and we are prepared to give the facts.

Further than this we are not prepared to go at present. Who should be the compilers of the one herd book, or in what way the compilation should be made, we are not ready to say just now. We have already given the planks that we have sawed out, and

with the raft formed of these bound together, as we deem it is, with the cords of truth, we set out on our voyage adown the perilous rapids of this dangerous river. We shall not rest till it reach the calm waters below.

FOR THE CANADIAN LIVE-STOCK JOURNAL.

Carriage Horses.

In our last we spoke of the production of saddle-horses by the use of a blood sire on the ordinary cross-bred mare, and expressed the opinion that the high price paid for saddle-horses in the Toronto, Montreal and American markets, would always insure the presence of enough blood sires from the States to produce that class of horse in a greater or less degree. Racing, we admitted, might help the importation of blood sires; but the industry—so to speak—is not entirely dependent on that incentive to the supply of thoroughbred stallions.

Now there is another class of high-priced horses which are always in demand and always hard to find. We mean the big bay carriage horse, with clean black points, standing 16.1., weighing 1,300 lbs., and fit to be seen in the family landau of a city millionaire. One thousand dollars is none too much to ask, and to get, for a well-matched pair of such animals. It seems curious that our breeders do not aspire to the production of such highly remunerative stock. The reason must be that they don't know how such animals are bred, for they cannot be blind to the fact that there is money in them when obtained. Another potent cause of the lack of carriage-horses is the fallacy too prevalent among many farmers that value has some relation to speed. They are always anxious to assure a buyer that their colt can trot handy to three minutes; whereas five is nearer the real mark, and is considerably faster than the horse we are speaking of need be able to go. If they would pay more attention to action and less to speed our horse-breeding farmers would be on the right track to make money. A rather fast horse is no doubt a convenience on the road, but the enactment against fast driving comes into force when the speed exceeds twelve miles an hour, and very few of the city magnates who want fine carriage-horses ever drive at that speed, whether the coachman is on the box, or they are out for an afternoon drive in a buggy. A five minute horse is a fast horse for all ordinary work, provided the speed can be kept up for an hour. Probably there is no subject on earth about which so much misunderstanding exists. Boasts of a three minute gait are as plentiful as leaves blowing in an October gale; but very few animals can attain it. It is only the very fast horses—horses going much under three minutes—that are any good as racing machines, and those who buy horses for carriage purposes at a high figure are not men whose carriages dodge about like a butcher's cart. They want strong, handsome, bright bay or brown horses, rather above sixteen hands, and with showy knee action. Such animals are occasionally produced by the combination of a large trotting sire with big general purpose mares. More often they are due to Cleveland Bay blood in the mare, united with a rangy, upstanding, sixteen hands blood sire, of whole color; bay preferred. Whalebone, Great Exhibition, and more latterly Emperor, occur to us as carriage-horse sires of the right sort brought into this Province. From mares got by such horses from farm dams, the thoroughbred sire can get carriage-horses of sprightlier manners than the pure Cleveland, and of sufficient weight and substance. Indeed, the affinity between the Cleveland Bay and the thoroughbred horse (so called) is closer than may be generally